

Appln. No. 10/695,113

Attorney Docket No. 10541-1874

II. Remarks

With regard to the rejections provided by the examiner, applicants believe that the examiner may have inadvertently provided the same rejections that were asserted in the previous Office Action. Drawing the examiner's attention to the examiner's response to applicant's remarks on page 7, the examiner noted that "applicant's remarks in the previous Office Actions have been considered but are moot in view of the new grounds of rejection." However, no new grounds of rejection was provided. As such, applicants respectfully submit the following arguments with respect to the rejections reasserted in the Office Action of November 16, 2005.

Reconsideration and re-examination of this application in view of the above amendments and the following remarks is herein respectfully requested. Claims 1-22 are pending.

Claim Rejections - 35 U.S.C. §103(a)

Claims 1-22 were rejected under 35 U.S.C. §103(a) as being unpatentable over US 2002/0126005 to Hardman et al. (Hardman) in view of U.S. Patent No. 6,384,740 to Al-Ahmed (Al-Ahmed).

Applicants contend that neither reference contemplates or suggests providing a sensor transmitting a component ID and a status ID signal and correlating the component ID to a vehicle ID and relating this to a location. As such, there is no suggestion of correlating a component ID, a unique identifier to



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that component, and the receiver location to determine the vehicle location. In Hardman, the receiver is on-board or otherwise located locally. Therefore, Hardman has no need to correlate a component ID to a receiver location. Hardman is concerned with monitoring on-board tire pressure, not vehicle tracking.

The transmitter in Al-Ahmed only transmits a vehicle ID, which is sufficient for tracking the vehicle. Al-Ahmed does not teach or suggest correlating a component ID with a vehicle ID and the receiver location. In the event of theft, this general type of vehicle ID transmitter can be easily disabled. However, signals from a separately functional component would be much more difficult to access and would not be as easily defeated because to do so would disable functionality of the vehicle.

According to MPEP §2142, "the examiner bears the initial burden of factually supporting any *prima facie* conclusion of obviousness." The examiner has not provided any factual evidence that it would have been obvious to one of ordinary skill in the art at the time of the invention to correlate the component ID to the receiver location. The examiner states that the references "would appear to suggest" the invention. The standard, however, is that they must suggest, not appear to suggest.

Further, no motivation is provided by the references to combine them to correlate component ID, vehicle ID and receiver location. Hardman processes the information at the location of the vehicle and Al-Ahmed receives the vehicle ID directly for tracking purposes. Therefore, neither Hardman nor Al-Ahmed, on

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their own, would have motivated one to correlate the component ID with a vehicle ID, and with the receiver location, to accomplish the stated objectives of the invention.

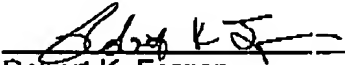
Claims 2-9, 11-13, 15-18, and 20-22, depend directly or indirectly from claims 1 or 14 and are therefore patentable for at least the same reasons as given above in support of claims 1 and 14.

Conclusion

In view of the above amendments and remarks, it is respectfully submitted that the present form of the claims are patentably distinguishable over the art of record and that this application is now in condition for allowance. Such action is respectfully requested.

Respectfully submitted by,

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